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e. (U) The Army SAR forces cooperated to the fullest in this endeavor. Although Driver (LOH) mis-located the individual, the sincere attitude and personal disregard for his own safety was commendable. The remaining Army aircraft and the "sister" O-1 cooperated in keeping clear, yet remained available to offer assistance.

f. (U) Jolly Green 31 provided technical, tactical and moral support through-out the effort. His advisories and relays of information proved the difference between consummating the mission with available resources or proceeding into an extended effort. Although struck by small arms fire, he elected to support the effort, providing "high bird" coverage and assistance.

g. (U) Of extreme significance is the fact that the controlling agencies; CROWN, QUEEN, and KING; kept the communications channels open, even though this was an unusual effort involving 38 total minutes of hovering time.

h. (U) Jolly Green 21 (back-up support) performed exactly as a "back-up" aircraft should. He remained "off-the-air" and simply monitored communications channels.

i. (U) SAR coordination was extremely effective. Jolly Green 31 briefed the Spads prior to descent as to his exact intentions and requirements. He followed his briefing explicitly thereby preventing confusion in the later phases of the operation.

j. (U) Internal crew coordination of Jolly Green 28 was commendable. Particular mention should be made of the fact that it required both the Flight Engineer and the Pararescue Specialist to pull the "dangling garbage" into the aircraft during the return trip to the DaNang area. This was done while the "PJ" monitored the survivor. A conservative estimate is that over 70 linear feet of bamboo trailed from the personnel door of the helicopter, ~~which is well past the tail rotor.~~ Although the aircraft was slowed to 40 kts (after reaching altitude) it required tremendous effort to retrieve the bamboo vines. *Couldn't cut away?*

k. (U) The RCCP maintained constant communication with the supporting forces. He was the key element in the successful accomplishment of this mission in that he served as the relay point between the supporting forces and the rescue aircraft thereby allowing the RCC to direct his full attention to the immediate mission. (This was the RCCP's first rescue in SEA). Without the superior support rendered the mission could have easily developed into a farce.

l. (U) Reaction and services offered by the NSA Hospital at Marble Mountain were outstanding. In less than 2 minutes after landing the survivor was inside the hospital.

m. (C) The VHF antenna on the HH-3E is located on the upper most surface. It must be relocated so that contact with the survivor can be maintained. Relocation or adding additional antennas cannot await Class V modification approval under AFR 57-4. This operational capability is needed now. Submission of a ROC is not considered acceptable to *Group 4*

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*XDC
MOC
ORC*
Downgraded at 8 year
interval; declassified
after 12 years

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resolve that problem due to the delay involved. The commanding echelons should demand an immediate service test of what can be done, and direct whatever modification is necessary to provide this required capability.


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